



San Bernardino Associated Governments
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•San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
•San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies

AGENDA

Board of Directors Meeting

June 2, 2004

Start Time: 9:30 a.m.

LOCATION

Norman Feldheim Library, Mary Kellogg Room
555 Sixth Street, San Bernardino

Board of Directors

President

Bill Alexander, Mayor
City of Rancho Cucamonga

Kelly Chastain, Council Member
City of Colton

Gary Ovitt, Mayor
City of Ontario

Paul Cook, Council Member
Town of Yucca Valley

Vice-President

Paul Biane, Supervisor
County of San Bernardino

Mark Nuaimi, Mayor
City of Fontana

Pat Gilbreath, Council Member
City of Redlands

Dennis Hansberger, Supervisor
County of San Bernardino

Jim Nehmens, Mayor
City of Adelanto

Bea Cortes, Council Member
City of Grand Terrace

Kurt Wilson, Mayor Pro Tem
City of Rialto

Bill Postmus, Supervisor
County of San Bernardino

Edward (Ted) Burgnon, Council Member
Town of Apple Valley

James Lindley, Council Member
City of Hesperia

Judith Valles, Mayor
City of San Bernardino

Clifford Young, Supervisor
County of San Bernardino

Lawrence Dale, Mayor
City of Barstow

Larry McCallon, Mayor Pro Tem
City of Highland

Jim Bagley, Mayor
City of Twentynine Palms

Patti Aguiar, Supervisor
County of San Bernardino

Neal Hertzmann, Council Member
City of Big Bear Lake

Robert Christman, Council Member
City of Loma Linda

John Pomierski, Mayor
City of Upland

Anne Mayer, Caltrans
Ex-Officio Member

Eunice Ulloa, Mayor
City of Chino

Paul Eaton, Mayor
City of Montclair

Mike Rothschild, Council Member
City of Victorville

Norman R. King
Executive Director

Gwenn Norton-Perry, Council Member
City of Chino Hills

Rebecca Valentine, Council Member
City of Needles

Richard Riddell, Mayor
City of Yucaipa

**San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
County Congestion Management Agency
Service Authority for Freeway Emergencies**

Board of Directors

AGENDA

**June 2, 2004
9:30 a.m.**

Location:

Norman Feldheim Library, Mary Kellogg Room
555 Sixth Street, San Bernardino

<p>To obtain additional information on any items, please contact the staff person listed under each item. You are encouraged to obtain any clarifying information prior to the meeting to allow the Board to move expeditiously in its deliberations. Additional meeting procedures and agenda explanations are attached to the end of this agenda.</p>

Call to Order - 9:30 a.m.
(Meeting chaired by Mayor Bill Alexander)

- I. Attendance
- II. Announcements
- III. Agenda Notices/Modifications – Vicki Watson

Notes/Actions:

1. Possible Conflict of Interest Issues for the SANBAG Board Meeting of June 2, 2004. Pg. 10

Note agenda item contractors, subcontractors and agents, which may require member abstentions due to conflict of interest and financial interests. Board Member abstentions shall be stated under this item for recordation on the appropriate item.

[BRD0406z-ty.doc](#)

Consent Calendar

Consent Calendar items shall be adopted by a single vote unless removed by Board member request. Items pulled from the consent calendar will be brought up under Agenda Item 18.

Administrative Matters

2. **Board of Directors Attendance Roster** [brdatt04.doc](#) Pg. 12
3. **Procurement Report for April 2004** Pg. 16
Receive Monthly Procurement Report. **Susan Van Note**
This item was unanimously received by the Administrative Committee on May 12, 2004. [BRD0406a-svn.doc](#)
4. **Lease of SANBAG Office Space** Pg. 18
Note Administrative Committee approval of authorization for the Executive Director to utilize Holdover Provision included in SANBAG Agreement No. 03-040 for leased office space at 444 North Arrowhead Avenue. **Darren Kettle**
This item was reviewed and unanimously approved by the Administrative Committee on May 12, 2004.
[brd0406a-dmk.doc](#)
5. **Request for Proposal (RFP) for Banking Services** Pg. 22
Approve release of Request for Proposal (RFP) No. 05-004 for Banking Services. **Susan Van Note**
This item was reviewed and unanimously recommended for approval by the Administrative Committee on May 12, 2004.
[BRD0406c-svn.doc](#)
6. **Measure I Summary Audit Report** Pg. 30
Accept the Measure I Summary Audit Report of Local Pass-Through Funds for the year ending June 30, 2003, for the jurisdictions in the Valley and Mountain/Desert Regions.
Deborah Barmack
The Valley Measure I Audits were reviewed and approved by the Plans and Programs Committee on April 21, 2004, and the Mountain/Desert Measure I Audits were approved by the Mountain/Desert-Committee on April 14, 2004. This item is scheduled for review by the SANBAG Board of Directors on June 2, 2004. [BRD0406B-DRB.DOC](#)

Consent Calendar Continued....

Regional & Quality of Life Programs

7. Quarterly Administrative Report on SANBAG TEA-21 Funding Programs Pg. 32

- 1) Receive report on quarterly reporting and obligation status.
- 2) Adopt a finding of compliance with obligation requirements for all affected agencies. **Ty Schuiling**

This item was reviewed and unanimously recommended for approval by the Plans and Programs Policy Committee on May 19, 2004 and by the Mountain/Desert Committee on May 21, 2004. [BRD0406-bct.doc](#)

8. Long Range Transit Plan (LRTP) for San Bernardino County Pg. 40

Approve SANBAG Contract 04-058 to the firm of Parsons Transportation Group, Inc. in an amount not to exceed \$300,000 as identified in the Financial Impact Section. **Mike Bair**

This item was reviewed and unanimously recommended for approval by the Plans and Programs Committee on May 19, 2004. [BRD0406d-mab.doc](#)

Transit/Commuter Rail

9. California High Speed Rail Authority Programmatic Environmental Impact Report and Environmental Impact Statement (PEIR/EIS) for the Proposed Statewide High Speed Train System Pg. 66

- 1) Support retention of both San Bernardino County high speed rail alignments; either via the San Bernardino Metrolink station or an I-10 alignment through Colton.
- 2) Support two route and station alignment options at Los Angeles Union Station—Existing Union Station or Union Station South (Through)—and oppose the LA River East station and alignment option in Downtown Los Angeles.
- 3) Support additional route-specific studies only if the Los Angeles-San Diego route via the Inland Corridor is included in the Phase I system plan. **Mike Bair**

The Commuter Rail Committee, acting as a committee of the whole, reviewed and unanimously recommended approval of this item on May 12, 2004. [BRD0406a-mab.doc](#)

Consent Calendar Continued....**Transit/Commuter Rail (Cont.)****10. Southern California Regional Rail Authority (SCRRA) Fiscal Year 2004/2005 Preliminary Budget** Pg. 76

1) Approve the SANBAG Fiscal Year 2004/2005 Operating Assistance Financial Contribution to the SCRRA as follows: \$5,149,000 as identified in the SCRRA Preliminary Budget plus \$271,350 for FY 2004/2005 commuter rail equipment lease expense for a total of \$5,420,350 in Valley LTF as identified in the Financial Impact Section.

2) Approve the SANBAG Fiscal Year 2004/2005 Capital Assistance Financial Contribution to the SCRRA as follows: \$315,597 in Valley LTF for the capital replacement fund and \$3,090,000 (\$2,472,000 in FTA Section 5309 Rail Modernization, \$360,000 in Valley LTF and \$258,000 in State Transit Assistance (STA)) for capital rehabilitation/renovation (capital maintenance) projects as identified in the SCRRA Preliminary Budget plus \$4,121,000 (\$3,770,000 in FTA Section 5307 Fixed Guideway and \$351,000 in Valley LTF), for new capital projects not currently included in the SCRRA Preliminary Capital Budget. The total capital contribution to SCRRA in Fiscal Year 2004/2005 will be \$7,526,597 as identified in the Financial Impact Section.

Mike Bair

The Commuter Rail Committee, acting as a committee of the whole, reviewed and unanimously recommended approval of this item on May 12, 2004. [BRD0406b-mab.doc](#)

11. Sale of Surplus Property Located between 3rd Avenue and 6th Avenue in the City of Upland Pg. 82

1. Find that approximately 0.62 acres of the non-operating property between 3rd and 6th Avenues in the City of Upland is no longer required for SANBAG use; (four-fifths vote required).

2. Approve the Purchase and Sale Agreement (Contract 04-061) for the sale of approximately 0.62 acres of non-operating property to the Upland Community Redevelopment Agency for the appraised value of (preliminary appraisal value expected by 5/4 and final appraisal value by 5/14) as identified in the Financial Impact Section.

3. Approve Amendment to SANBAG Lease Agreement (Contract 97-035) with the City of Upland reducing the area of the lease by the approximately 0.62 acres acquired by the Upland Community Redevelopment Agency. **Mike Bair** [BRD0406c-mab.doc](#)

Both the Purchase and Sale Agreement and the Amendment to Lease Agreement have been reviewed and approved by SANBAG Counsel. The Commuter Rail Committee, acting as a committee of the whole, reviewed and unanimously recommended approval of this item on May 12, 2004.

Consent Calendar Continued....

Transportation Programs & Fund Administration

12. Omnitrans Short Range Transit Plan (SRTP) Amendment and State Transit Assistance Fund (STAF) Allocation Pg. 110

1. Approve amendment to Omnitrans' Fiscal Year 2004-2009 SRTP to reflect the addition of the Chino Transit Center Project.
2. Adopt Resolution 04-024 rescinding a portion of the STAF Allocation number 02-05-OMN-B in the amount of \$609,865 and a portion Allocation Number 03-08-OMN-B in the amount of \$36,336 for a total recession of \$646,201.
3. Adopt Resolution 04-025 authorizing STAF Allocation number 04-12-OMN-B in the amount of \$646,201 for a portion of their local funding obligation for the Chino Transcenter.

Victoria Baker

This item has not had prior policy committee review, but is deemed ministerial in nature. [BRD0406a-vlb.doc](#)

DISCUSSION ITEMS

Administrative

13. Set Election of SANBAG Officers for 2004/2005 Pg. 116

Set election for President and Vice President of the SANBAG Board of Directors to be conducted at the July 7, 2004, meeting.

Deborah Barmack

This item has not been reviewed by any SANBAG policy committee [BRD0406C-DRB.doc](#)

14. Adoption of the SANBAG 2004/2005 Budget Pg. 120

1. Conduct the Public Hearing on the Proposed 2004/2005 SANBAG budget, and;

2. Adopt the 2004/2005 Budget. **Susan Van Note**

This budget was unanimously recommended for adoption by the Administrative Committee and all of the members who participated in the May 12, 2004 Board Budget Workshop. All five of the SANBAG policy committees have reviewed task descriptions and budgets for activities under their purview.

[brd0406b-svn.doc](#)

Discussion Items Continued....**Administrative (Cont.)****15. Measure I Extension Ordinance and Request for Placement on November 2004 Ballot** Pg. 122

1. Find that the approval by the San Bernardino County Transportation Authority of Ordinance No. 04-01, requesting the Board of Supervisors to place a measure on the ballot to extend the existing one half of one percent sales tax for transportation purposes, is a project exempt under the California Environmental Quality Act Guidelines, Section 15378(b)(3) and Public Resources Code Section 21080(b)(13).

2. Approve Ordinance No. 04-01 by two-thirds vote providing for the continuation of a one-half of one percent retail transactions and use tax by the San Bernardino County Transportation Authority for local transportation purposes.

3. Adopt the Transportation Expenditure Plan for the revenues expected to be derived from the tax together with other federal, state, and local funds expected to be available for transportation improvements, for the period during which the tax is to be imposed.

4. Request the San Bernardino County Board of Supervisors to call an election for voter approval of the proposition as specified in Exhibit C of Ordinance No. 04-01 for the extension of the Measure "I" tax. **Deborah Barmack** [BRD0406A-DRB.doc](#)

In May, all SANBAG policy committees reviewed this item and unanimously recommended that Measure I extension be placed on the November ballot. Also during the month of May, the Board of Supervisors and each city considered the Measure I Expenditure Plan. At the time of this agenda item preparation, approvals surpassed the minimum required by law.

16. Development Mitigation Principles Pg. 152

1) Approve policy that the scope of the Nexus Study is limited to definition of the total fair share cost of growth on regional transportation facilities within each jurisdiction. Apportionment of each jurisdiction's fair share cost among types of development is a local jurisdiction responsibility.

2) Approve Proposed Development Mitigation Principles. **Ty Schuiling** [brd0406a-tv.doc](#)

This item was reviewed and unanimously recommended for approval by the Plans and Programs Policy Committee and the Major Projects Committee on May 19, 2004.

Discussion Items Continued....

Regional & Quality of Life Programs

- 17. Amendment No 1 to Contract No. 04-002 with Comarco Wireless Technologies for Call Box Operation and Maintenance Services** Pg. 160

Approve Amendment No. 1 to sole source Contract No. 04-002, between the San Bernardino County Service Authority for Freeway Emergencies (SAFE) and Comarco Wireless Technologies (CWT), for the provision of Call Box Operation and Maintenance Services, extending the contract from July 1, 2004 through June 30, 2005, as specified in the Financial Impact Section. **Michelle Kirkhoff**

This item was reviewed and unanimously recommended for approval by the Plans and Programs Committee on May 19, 2004. The SAFE Counsel has approved the contract as to form. [BRD0406a-MMK.doc](#)

Other Matters

- 18. Consent Calendar Items Pulled for Discussion**

Items pulled from the consent calendar shall be taken under this item in the order they were presented on the calendar.

- 19. Agency Reports/Committee Memberships**

Commuter Rail Report (*Not Available at Time of Mailing*) Pg.

Council Member Patricia Gilbreath

South Coast Air Quality Management Report Pg. 170

Council Member Dennis Yates

SCAG Committees Pg. 174

SCAG Regional Council

SCAG Standing Committees

Administration Committee

Implementation Committee

Planning Committee

SCAG Policy Committees

Community, Economic and Human Development

Energy and Environment

Transportation and Communications

SANBAG Policy Committees Pg. 176

Acronym List [Acronym List.doc](#) Pg. 178

Public Comment

- 20. Additional Items from Board Members**
- 21. Brief Comments by the General Public**

CLOSED SESSION

Government Code Section 54957.6
Conference with Labor Negotiator Bill Alexander regarding position of
Executive Director.

- 22. Executive Director Employment Contract Amendment** Pg. 180
Approve Amendment No. 7 to the Executive Director Employment
Contract. **Bill Alexander** [BRD0406D-DRB.doc](#)

ADJOURNMENT

Complete packages of the SANBAG agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call, (909) 884-8276.

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the San Bernardino Associated Governments (SANBAG) Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the SANBAG Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 472 N. Arrowhead Avenue, San Bernardino, CA.

Agendas – All agendas are posted at 472 N. Arrowhead Avenue, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 472 N. Arrowhead Avenue, San Bernardino.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the SANBAG Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item when an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject with SANBAG's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. The time limits established in Rule #4 still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for SANBAG meetings. Your cooperation is appreciated!*

Minute Action

REVISED AGENDA ITEM: 1

Date: June 2, 2004

Subject: Information Relative to Possible Conflict of Interest

Recommendation^{*}: Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the SANBAG Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
4	03-040	Yohko Arnett <i>Owner</i>	Inland Partners
8	04-058	Parson Transportation Group, Inc. <i>Sallye Perrin, Vice President</i>	Patti Post & Associates Patti Post, and Applied Mgmt, & Planning Grp. Sophia Tripodes Gomes, President
17	04-002-01	Camarco Wireless Technologies <i>Tom Franza, President</i>	N/A

Financial Impact: This item has no direct impact on the SANBAG budget.

Reviewed By: This item is prepared monthly for review by the SANBAG Board of Directors and Policy Committee members.

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Approved
San Bernardino Associated Governments
Board of Directors

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

BOARD OF DIRECTORS ATTENDANCE ROSTER - 2004

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Patti Aguiar		X	X	X	X							
Bill Postmus	X	X		X	X							
Paul Biane	X	X	X	X								
Dennis Hansberger	X	X		X	X							
Clifford Young			X	X	X							
Jerry Eaves												
Lawrence E. Dale	X	X	X	X	X							
Neal Hertzmann	X	X	X	X	X							
Eunice Ulloa	X	X	X	X	X							
Gwenn Norton-Perry	X	X	*									
Kelly Chastain	X	X	X	X	X							
Mark Nuaimi	X	X	X	X	X							
Bea Cortes	X	X	X	X	X							
James Lindley	X	X	X	X	X							
Larry McCallon		X	X	X	X							
Brad Sundquist	X											
Edward (Ted) Burgnon		X	X	X	X							
Robert Christman	X	X	X	X	X							

X - indicates member attended meeting.

* - indicates alternate member attended meeting.

Crossed out box indicates member is not a Board Member.

** - indicates new member

BOARD OF DIRECTORS ATTENDANCE ROSTER – 2004

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Paul Eaton	X	X	X	X	X							
Rebecca Valentine	X	X	X	X	X							
Gary Ovitt	X	X	X	X								
Bill Alexander	X	X	X	X	X							
Pat Gilbreath	X	X	X	X	X							
Kurt Wilson	X	X	X	X	X							
Judith Valles	*	X	*	X	X							
Jim Bagley	X	X										
John Pomierski	X	X			X							
Mike Rothschild	X	X	X	X	X							
Dick Riddell	X	X	X	X	X							
Paul Cook	X	X	X	X	X							
Jim Nehmens	X	X	X		X							
Leonard Paulitz Ex-Officio Member/Alternate	X	X										
Anne Mayer Ex-Official Member	X	X	X	*	X							

X - indicates member attended meeting.

* - indicates alternate member attended meeting.

Crossed out box indicates member is not a Board Member.

** - indicates new member

Minute Action

AGENDA ITEM: _____

Date: June 2, 2004

Subject: Procurement Report for April 2004

Recommendation:* Receive Monthly Procurement Report.

Background: The Board of Directors approved the Contracting and Procurement Policy (Policy No. 11000) on January 3, 1997. The Executive Director, or his designee, is authorized to approve Purchase Orders up to an amount of \$25,000. All procurements for supplies and services approved by the Executive Director, or his designee, in excess of \$5,000 shall be routinely reported to the Administrative Committee and to the Board of Directors.

Attached are the purchase orders in excess of \$5,000 to be reported to the Board of Directors for the month of April 2004.

Financial Impact: This item imposes no impact on SANBAG's FY 2003/04 Budget. Presentation of the monthly procurement report will demonstrate compliance with the Contracting and Procurement Policy (Policy No. 11000).

Reviewed By: This item was unanimously received by the Administrative Committee on May 12, 2004.

Responsible Staff: Susan Van Note, Chief Financial Officer

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Approved
San Bernardino Associated Governments
Board of Directors

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* 0

Witnessed: _____

PURCHASE ORDERS ISSUED FOR APRIL 2004

P.O. #	Vendor	Purpose	Sole Source Y/N	Amount
0495	Verizon California	Telephone Service for Depot	Y	\$ 17,457.92
0496	Terry Haines	On Call Right of Way Support Services	Y	\$ 25,000.00
0497	Soltek Pacific, Inc.	Water Meters for Depot	Y	\$ 8,534.00
0499	Townsend, Raimundo, Besier & Usher	Measure I Public Info Mailers	Y	\$ 25,000.00
0499A	Lynne York	Graphic Design for Measure I Mailers	Y	\$ 13,675.00
		TOTAL PURCHASE ORDERS ISSUED		\$ 89,666.92

Minute Action

AGENDA ITEM: _____

Date: June 2, 2004

Subject: Lease of SANBAG Office Space

Recommendation:* Note Administrative Committee approval of authorization for the Executive Director to utilize Holdover Provision included in SANBAG Agreement No. 03-040 for leased office space at 444 North Arrowhead Avenue.

Background: In December 2002, the SANBAG Board approved Agreement No. 03-040 for leased space at 444 North Arrowhead Avenue located two buildings south of the main SANBAG offices. The term of this agreement was 17 months from November 1, 2002 through March 31, 2004 with a guaranteed option of 60 days, anticipating that SANBAG's relocation to the restored San Bernardino Santa Fe Station would occur within this time period. In late February 2004, the SANBAG Executive Director informed the landlord of SANBAG's intent to exercise the guaranteed 60 day option through May 31, 2004. It has now become apparent that the relocation of the SANBAG offices cannot take place until mid-June 2004 at the earliest.

In light of this chain of events, staff and the landlord have agreed that utilizing the Holdover Provision included in Agreement No. 03-040 will permit SANBAG to remain in the current space on a month to month arrangement and minimize impacts to day to day business activities of SANBAG. The Holdover Provision includes a rent increase from current monthly rate of \$8,231 to \$10,289 for all suites occupied by SANBAG in the 444 N. Arrowhead building.

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Approved
San Bernardino Associated Governments
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

SANBAG staff asked for approval by the Administrative Committee due to the lease expiration date of May 31, 2004. This approval will be forwarded to the June Board of Directors agenda to note action by the Administrative Committee.

Financial Impact: This action is consistent with the SANBAG 2003/04 Fiscal Year Budget and is to be funded from TN Indirect – Funding Indirect Cost Allocation and TN 0451400 – Measure I Valley Major Projects Funds.

Reviewed By: This item was reviewed and unanimously approved by the Administrative Committee on May 12, 2004.

Responsible Staff: Darren M. Kettle, Director of Freeway Construction

Minute Action

AGENDA ITEM: _____

Date: June 2, 2004

Subject: Request for Proposal (RFP) for Banking Services

Recommendation:* Approve release of Request for Proposal (RFP) No. 05-004 for Banking Services.

Background: SANBAG periodically reviews all banking relationships and services. SANBAG has a contract for banking services that will be expiring and it is appropriate, at this time, to formally request proposals in order to establish a new contract starting August 4, 2004. SANBAG continues a desire to make efficiencies, make improvements and to take advantage of new applicable technologies. This RFP will cover general depository coverage and cash management services. This RFP does not cover any other services, such as custody, investment or bond trustee services.

The intent of this RFP is to identify a financially secure banking institution that can offer the highest quality of service at the lowest overall cost to SANBAG.

Financial Impact: This item has no direct impact on the SANBAG budget. Staff time for monitoring and oversight of this process is consistent with the FY 2003/04 SANBAG budget. TN Indirect – Funding Indirect Cost Allocation.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Administrative Committee on May 12, 2004.

Responsible Staff: Susan Van Note, Chief Financial Officer

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Approved
San Bernardino Associated Governments
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Minute Action

AGENDA ITEM: _____

Date: June 2, 2004

Subject: Measure I Summary Audit Report

Recommendation:* Accept the Measure I Summary Audit Report of Local Pass-Through Funds for the year ending June 30, 2003, for the jurisdictions in the Valley and Mountain/Desert Regions.

Background: The report indicates that for the year ending June 30, 2003, local jurisdictions in the Valley Region received Measure I Local Pass-Through revenue in excess of \$16,331,138 and had remaining fund balances of \$38,631,627. There were no material findings of non-compliance in the Valley Region. Local jurisdictions in the Mountain/Desert Region received \$18,081,990 in Measure I revenue and had remaining fund balances of \$41,805,032. There was one materials finding of non-compliance in the Mountain/Desert area in that the City of Adelanto made advances/loans of Measure I revenues to other funds within the City. This is in violation of Section 4, Division 3, No. 5, of the Measure I Policies. The City of Adelanto and SANBAG Board of Directors have approved an agreement relative to repayment to the Measure I fund and the City is in compliance with the agreement.

*

Approved
San Bernardino Associated Governments
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Financial Impact: This item has no direct impact upon the SANBAG budget. Measure I Local Pass-Through Funds are distributed by SANBAG and held by each local jurisdiction in a special Measure I fund. SANBAG expenses relative to the administration of the Measure I program are consistent with the adopted budget, Task Nos. 0350400 and 0350505.

Reviewed By: The Valley Measure I Audits were reviewed and approved by the Plans and Programs Committee on April 21, 2004, and the Mountain/Desert Measure I Audits were approved by the Mountain/Desert Committee on April 14, 2004. This item is scheduled for review by the SANBAG Board of Directors on June 2, 2004.

Responsible Staff: Deborah Robinson Barmack
Director of Management Services

Minute Action

AGENDA ITEM: _____

Date: June 2, 2004

Subject: Quarterly Administrative Report on SANBAG TEA-21 Funding Programs

Recommendation:*
1) Receive report on quarterly reporting and obligation status.
2) Adopt a finding of compliance with obligation requirements for all affected agencies.

Background: Assembly Bill 1012 requires SANBAG to monitor and report to Caltrans on the use of Congestion Mitigation and Air Quality (CMAQ), Regional Surface Transportation Program (RSTP), and Regional Transportation Enhancement Activities (TEA) funds apportioned to San Bernardino County and allocated by the SANBAG Board. Federal funds apportioned to SANBAG are eligible for obligation for three years. Obligation refers to a commitment by the FHWA to reimburse an agency for an authorized amount of federal funds for a specific project. After three years, unobligated apportionments are subject to reprogramming and loss to SANBAG and its member agencies.

Because of SANBAG's requirement to manage the timely use of funds to avoid loss of funding pursuant to the provisions of AB1012, the SANBAG Board established a protocol that requires TEA-21 fund recipients to enter into contracts with SANBAG. These contracts include a description of the scope of the approved project, the amount of TEA-21 allocation, and the schedule of project implementation. In addition, the terms of the contracts require TEA-21 fund recipients to submit quarterly progress reports on their projects to SANBAG until completion of the project. In accordance with adopted SANBAG policy, failure to comply with any provision of the contract constitutes grounds for revocation and reallocation of the funding by action of the SANBAG Board pursuant to the protocol specified in each contract.

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Approved
San Bernardino Associated Governments
Board of Directors

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

The TEA-21 Transportation Funding Act officially ended on October 1, 2003; therefore staff established a final close-out process that was adopted by the SANBAG Board on July 2, 2003. The SANBAG Board Close-out process for TEA-21 funded contracts established “drop dead” obligation deadlines for those federally funded projects that have not obligated their federal funds through the Local Assistance process. The policy also established a final milestone schedule for the existing projects; therefore contract amendments are not being entertained by SANBAG Board as outlined in the July 2, 2003 SANBAG Board item relating to this policy. SANBAG staff still requires the local agencies to submit quarterly status reports on the remaining unobligated federal funds, and this information is provided in these reports as outlined below.

Quarterly Reporting Status

Tables 1 – 4 summarize the projects to which funds were allocated, their quarterly reporting history, and the status of the project. All agencies required to report to SANBAG on the status of their projects submitted quarterly reports by April 15th as required by the terms of their contract.

Obligation Status

As mentioned earlier, federal funds are available for obligation for three years from the date of apportionment. Therefore, unobligated balances from TEA-21 federal apportionments through fiscal year 01/02 are subject to reprogramming by the CTC on December 5, 2004. According to project schedules submitted in the project status reports, agencies are anticipating obligation of approximately \$40.1 million CMAQ, \$9.2 million RSTP, and \$4.7 million TEA by December 2004. Therefore, staff does not expect any funds to be subject to reprogramming in December, as indicated by the negative amounts shown in each table under “Expected Amount Subject to Reprogramming 12/04”.

The federal apportionments for fiscal year 02/03 will be subject to reprogramming in December 2005. As shown on the attached tables, there is \$1.9 million CMAQ and \$3.9 million RSTP subject to reprogramming, which represents unallocated TEA-21 apportionments. SANBAG staff will return in coming months with recommendations for allocation of these remaining funds.

Financial Impact:

Funding for SANBAG’s monitoring of local assistance project status is consistent with the adopted SANBAG Budget Task No. 0437300. The absence of critical project status and progress information provided in quarterly reports could result in SANBAG’s inability to assure timely obligation of funds to avoid loss to the agency and its members.

Board Agenda Item
June 2, 2004
Page 3

Reviewed By: This item was reviewed and unanimously recommended for approval by the Plans and Programs Policy Committee on May 19, 2004 and by the Mountain/Desert Committee on May 21, 2004.

Responsible Staff: Ty Schuiling, Director of Planning and Programming

Minute Action

AGENDA ITEM: _____

Date: June 2, 2004

Subject: Long Range Transit Plan (LRTP) for San Bernardino County

Recommendation:* Approve SANBAG Contract 04-058 to the firm of Parsons Transportation Group, Inc. in an amount not to exceed \$300,000 as identified in the Financial Impact Section.

Background: For the past several years SANBAG has been budgeting funds to develop a Long Range Transit Plan for San Bernardino County. A level of funding adequate for the study was approved in the current year SANBAG Budget. The purpose of the LRTP is to evaluate potential transit services throughout the County and to provide input into the update of the Congestion Management Program prepared by SANBAG and the Regional Transportation Plan prepared by SCAG.

The LRTP is divided into four focus areas. One area is the more urbanized San Bernardino Valley and will involve the modeling of transit alternative networks that will consider potential high-capacity transit initiatives such as Metrolink expansion, bus rapid transit, express bus and light rail and two growth scenarios. The LRTP is to include the development of a mode choice model for the San Bernardino Valley so that future transit corridor analysis results will be acceptable to the Federal Transit Administration (FTA). A second area is the Victor Valley and involves the development of two transit alternatives. The third area is for the balance of the County that includes smaller cities, towns and

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Approved
San Bernardino Associated Governments
Board of Directors

Date: _____

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In Favor:

Opposed:

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Witnessed: _____

communities. Fourth area is to complete a profile of the current transit users for all transit service provided in the County.

A Request for Proposal (RFP) was posted on the SANBAG web site on April 7, 2004. Notice of the RFP availability was sent to over 80 consulting firms. Questions from proposing firms were submitted by April 16th and responses were prepared and posted on the web site on April 22nd. As noted below four proposals were received on the due date of May 5th.

Proposing Firm	Subcontractors	Score
Korve Engineering	Meyer Mohaddes Associates, Inc., Urbitran, and California Job Connection	83.2
Cambridge Systematics	Corey, Canapary & Galanis, KLK Consulting, and Transportation Management & Design, Inc.	78.4
IBI Group	Meyer, Mohaddes Associates, Inc., Rea & Parker Research, and William Lieberman, ACIP	82.0
Parsons Transportation Group, Inc.	Patti Post & Associates and Applied Management & Planning Group	92.8

A proposal committee comprised of representatives from Omnitrans, Victor Valley Transit Authority, Southern California Association of Governments and SANBAG evaluated the proposals on May 13th and the average scores are shown above. Proposing firms could earn up to 20 points for the firm's qualifications, 25 points for the proposed staff, 35 points for their understanding and response to the RFP Scope of Work, and 20 points for cost. Based upon the average scores, the committee is recommending an award of contract to Parsons Transportation Group, Inc.

Financial Impact: This item is consistent with the SANBAG Budget Task 0440409. Funding source is LTF – Planning. The total contract value shall not exceed \$300,000.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Plans and Programs Committee on May 19, 2004.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs
Ty Schuiling, Director of Planning and Programming
Steve Smith, Principal Transportation Analyst

Minute Action

AGENDA ITEM: _____

Date: June 2, 2004

Subject: California High Speed Rail Authority Programmatic Environmental Impact Report and Environmental Impact Statement (PEIR/EIS) for the Proposed Statewide High Speed Train System

Recommendation:* Support retention of both San Bernardino County high speed rail alignments; either via the San Bernardino Metrolink station or an I-10 alignment through Colton.

Support two route and station alignment options at Los Angeles Union Station—Existing Union Station or Union Station South (Through)—and oppose the LA River East station and alignment option in Downtown Los Angeles.

Support additional route-specific studies only if the Los Angeles-San Diego route via the Inland Corridor is included in the Phase I system plan.

Background: The California High Speed Rail Authority has released a Draft Programmatic Environmental Impact Report/Environmental Impact Statement (PEIR/EIS) for the proposed statewide High Speed train system. The Authority released the document for public comment on February 14, 2004 and will accept comments through August of 2004.

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Approved
San Bernardino Associated Governments
Board of Directors

Date: _____

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This document is presented as a program-level assessment of the proposed high speed system. It is not the final environmental impact report but it will be used to eliminate alignments and stations as well as to preserve alignments and stations as design work commences. The document presents three principal transportation alternatives: (1) a No-Project option that includes no additional highway, rail or air facilities to meet transportation demand; (2) the Modal Alternative which adds 3,000 more freeway lane miles and 90 more airport passenger gates; and (3) the High Speed Train alternative.

Within San Bernardino County the PEIR/EIS recommends carrying forward into the design phase two different alignments for this service. Furthermore, depending upon an alignment choice made in downtown Los Angeles, service to the Inland Empire will either be more or less likely. Finally, while the PEIR/EIS does not include the Business Plan previously released by the HSRA, that plan recommended that the first phase system only connect Los Angeles and the Bay Area, leaving the eventual extension of the service through the Inland Empire to a later phase of the program. These three issues are discussed in more detail below.

San Bernardino County Alignments and Stations

Between Los Angeles and San Diego, using the Inland Empire alignment, the PEIR/EIS recommends that the high speed rail line serve Ontario Airport. Between the airport and Riverside County two alternatives are recommended for further study. These two alignment alternatives are depicted in Figure 2.6-53 of the PEIR/EIS and reproduced here. The I-10 alternative generally follows I-10 eastward from Ontario Airport until the I-215 where it swings south for Riverside County and San Diego. This alternative includes a possible station in Colton. The Metrolink alternative also uses I-10 east of the Ontario Airport but transitions to the Metrolink right of way near the I-15 corridor. This second alternative serves the Metrolink station in San Bernardino and then connects to the I-215 freeway.

The HSRA is not seeking a definitive selection of one alternative over the other at this time. The I-10 alternative provides more direct and likely higher speed service towards San Diego. On the other hand, the Metrolink alternative provides connections to a major Metrolink station in San Bernardino.

Staff supports continuing study on both alternatives.

Downtown Los Angeles Alignment and Station Selection

Figure 2.6-47 displays the recommended alignments and stations in downtown Los Angeles to be carried forward in the future design work. The PEIR/EIS shows several alignments and three potential station locations in downtown Los Angeles, all located near Union Station, the current hub of Metrolink and Amtrak rail services in Southern California. The selection of a preferred station location is critical to a future decision to extend high speed rail service to the Inland Empire. Two of these station alternatives—"Existing Union Station" and "Union Station South (Through)"—permit direct high speed rail service towards the Inland Empire. The other station alternative—"LA River East"—does not permit direct high speed rail service towards the Inland Empire. This latter alternative primarily facilitates extension of the high speed rail system directly south into Orange County.

The PEIR/EIS contains the following narrative for each alternative: Existing Union Station: "This potential station site would provide connectivity to other transportation modes, avoid impacts to the Los Angeles River, and connect with the UPRR/El Monte/Colton alignment to the Inland Empire." LAUS South Through: "This potential station site would provide connections for the UPRR/El Monte alignment to Inland Empire and would connect to the LOSSAN and LAX corridor regions." Los Angeles River East: "This potential station site would serve the Metrolink/UPRR alignment, be compatible with existing/planned development, have lower capital costs than some other potential station sites, and connect with the LOSSAN corridor region."

"LOSSAN" is an acronym referring to the Los Angeles-San Diego rail corridor currently used by Amtrak.

While not featured prominently in this document, there has been discussion about the advantages and disadvantages of serving San Diego primarily through use of an improved LOSSAN corridor. The adopted high speed rail alignment to San Diego is the alignment via the Inland Empire. The selection of a station location in downtown Los Angeles is important for the eventual decision to extend the high speed rail either towards the Inland Empire or towards Irvine on the LOSSAN corridor.

For this reason Staff supports the selection of either the "Existing Union Station" or "Union Station South (Through)" alternative and opposes the "LA River East" alternative.

Inclusion of Inland Empire in Phase I System

During the course of the project development program for high speed rail many separate reports have been prepared. The PEIR/EIS is the most comprehensive integration of the key documents. Nevertheless, the Business Plan for the financing and construction of this system has not been included and in many ways is crucial to the understanding of how the entire program would unfold.

In the original plan, voters in 2004 would have been asked to approve \$9.95 billion in bonds as the state share of construction for an initial segment of high speed rail. This segment would have extended from Los Angeles to the Bay Area. It now appears that the bond measure vote may be delayed because of the state fiscal crisis. Notwithstanding the delay, the Business Plan discussed in general terms that the Phase I system would likely generate cash exceeding operating costs. This cash surplus would then be used to construct other parts of the system.

Unfunded parts of the system include service to Oakland from San Jose, Sacramento from Merced, and Los Angeles to San Diego. No information has been presented to demonstrate the likelihood of such a financing plan succeeding nor have any of the unfunded segments been prioritized.

Confounding the issue even more, there is great interest on the part of the High Speed Rail Authority in extending the reach of the system into Orange County at Irvine. The PEIR/EIS contains extended discussion of alignments and stations for such an extension. At Irvine the high speed train would connect to Amtrak and Metrolink services. Or, alternatively, Amtrak and Metrolink services could take advantage of a new direct high speed line to Los Angeles to connect with the statewide system. In either case service on the LOSSAN corridor would be greatly improved and travel time to San Diego greatly reduced, if not quite as fast as the estimated 1 hour travel time to San Diego via an Inland Empire routing.

The \$9.95 billion bond measure, while it does not directly contain funding for the Irvine segment, nevertheless does contain \$950 million to be used for connecting rail services. These connecting rail services could clearly include an Irvine extension.

Consequently, even though the adopted high speed line to San Diego uses alignments through the Inland Empire, other actions that the HSRA could take in supporting improved rail links towards San Diego could undermine the likelihood that the HSRA would direct future funding towards the adopted Inland Empire alignment.

For this reason Staff recommends that SANBAG adopt a position requiring construction of the Los Angeles-San Diego link as part of Phase I. Other ridership studies have demonstrated that this link will generate substantial revenues to the statewide system.

Financial Impact: This item has no direct impact on the SANBAG adopted budget. Staff and consultant review of the high speed rail draft PEIR/EIS is consistent with work performed under Task 0435205 – General Commuter Rail and is funded with LTF Planning.

Reviewed By: The Commuter Rail Committee, acting as a committee of the whole, reviewed and unanimously recommended approval of this item on May 12, 2004.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs
Carl Schiermeyer, SANBAG Rail Consultant

Minute Action

AGENDA ITEM: _____

Date: June 2, 2004

Subject: Southern California Regional Rail Authority (SCRRA) Fiscal Year 2004/2005 Preliminary Budget

Recommendation:* Approve the SANBAG Fiscal Year 2004/2005 Operating Assistance Financial Contribution to the SCRRA as follows: \$5,149,000 as identified in the SCRRA Preliminary Budget plus \$271,350 for FY 2004/2005 commuter rail equipment lease expense for a total of \$5,420,350 in Valley LTF as identified in the Financial Impact Section.

Approve the SANBAG Fiscal Year 2004/2005 Capital Assistance Financial Contribution to the SCRRA as follows: \$315,597 in Valley LTF for the capital replacement fund and \$3,090,000 (\$2,472,000 in FTA Section 5309 Rail Modernization, \$360,000 in Valley LTF and \$258,000 in State Transit Assistance (STA)) for capital rehabilitation/renovation (capital maintenance) projects as identified in the SCRRA Preliminary Budget plus \$4,121,000 (\$3,770,000 in FTA Section 5307 Fixed Guideway and \$351,000 in Valley LTF), for new capital projects not currently included in the SCRRA Preliminary Capital Budget. The total capital contribution to SCRRA in Fiscal Year 2004/2005 will be \$7,526,597 as identified in the Financial Impact Section.

Background: The Joint Powers Agreement forming the Southern California Regional Rail Authority (SCRRA) requires that a Preliminary Budget be presented to the

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Approved
San Bernardino Associated Governments
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

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Witnessed: _____

member agencies by May 1 of each year. On April 23, 2004, the SCRRA Board authorized the release of the Fiscal Year 2004/2005 Preliminary Budget (a copy was made available to the Commuter Rail Committee and is available upon request). Each member agency must approve its share of the budget before adoption of a Final Budget by the SCRRA Board no later than June 30th.

SCRRA Fiscal Year 2004/2005 Preliminary Budget Highlights:

The SCRRA Fiscal Year 2004/2005 Preliminary Budget of \$275.4 million is comprised of an Operating Budget of \$108.3 million and a Capital Budget of \$167.1 million.

The Operating Budget reflects a 4.9% increase over the Fiscal Year 2003/2004 Budget. Average weekday and total ridership is expected to increase by 6%. Farebox revenue is estimated to be \$46.9 million, reflecting the 4% fare increase approved by the SCRRA Board in April and representing an 8% increase over the current year budget. Dispatching and other operating revenues are expected to increase by 7.1% to \$3.0 million. Maintenance-of-way revenue is expected to increase by 1.5% to \$8.6 million. Member agency contributions to the Operating Budget are projected to be \$49.8 million, representing an increase of 2.4%.

It is important to note that the Preliminary Operating Budget does not include expenses associated with the lease of additional commuter rail equipment from Sound Transit. Not all of the member agencies have agreed to the amount of equipment to lease or identified how the lease expense will be paid for. The total equipment lease cost could add between \$1.2 and \$2.3 million to the Preliminary Operating Budget.

The Capital Budget reflects a 2% reduction from the Fiscal Year 2003/2004 Budget. The Capital Budget (Rehabilitation/Renovation and New Capital) continues several important projects to improve the operation of passenger and freight service on member agency owned routes. Additional New Capital projects will be added to the Capital Budget as approved funding is identified. As part of this item, SANBAG will be requesting the addition of projects proposed in its commuter rail capital budget.

Highlights of the Preliminary Fiscal Year 2004/2005 Budget include:

Operating expense per train mile is expected to be \$50.57, a 5% increase from the current year.

Operating expense per passenger mile is expected to equal \$0.29, a decrease of \$0.01.

Subsidy per passenger mile decreases from \$0.14 to \$0.13.

Operating subsidy per rider declines from \$5.25 to \$5.07, a 3% decline.

Revenue recovery is projected to equal 54%, an exceptional amount relative to other transit systems.

Farebox recovery is expected to equal 47%.

San Bernardino County Operating Assistance:

The SCRRA Fiscal Year 2004/2005 Preliminary Budget contains the following service levels for each line serving San Bernardino County.

Line	Weekday Trains	Saturday Trains	Sunday Trains
San Bernardino	30 San Bdno-LA 4 Covina-LA	7 San Bdno-LA 4 Riverside-LA	2 San Bdno-LA 6 Riverside-LA
Riverside	12 Riverside-LA (UP)		
Inland Empire/Orange County	4 San Bdno-Irvine 1 San Bdno-Laguna Nigel 1 San Bdno-San Juan Cap. 2 San Bdno-Oceanside		

At the time the SCRRA Preliminary Budget was prepared, there had not been agreement amongst the member agencies related to the lease of additional equipment from Sound Transit. It is anticipated that such agreement will be completed before the SCRRA Board adoption of the recommended FY 2004/2005 Budget in June. SANBAG staff is including the equipment lease cost for its share of ten (10) additional cars to address overcrowding (\$89,035) as well as its share for the lease of an additional train set for expanded service on the San Bernardino line (\$182,315).

The additional train set will allow the four Covina-LA weekday trains to be extended to San Bernardino. In addition, there would be four weekday trains operating between Montclair and San Bernardino, offering a first-ever reverse commute service into San Bernardino. The marginal cost of operating this additional service is expected to be covered by the revenue generated by the 550 average weekday new passengers.

The forecast of ridership shows continued growth on two of the three lines serving San Bernardino County. The average weekday ridership on the San Bernardino line is expected to increase by 2.4% over the Fiscal Year 2003/2004 estimate to a total of 10,502. The average Saturday ridership is expected to be 2,893; representing a decline of 6% over the current year estimate. And the Sunday average ridership is expected to increase by 9.4% to 1,671. The average weekday ridership on the IEOC line is expected to increase by 13.7% to 3,752. The average daily ridership on the Riverside line is expected to decline by 2.7% to 4,315. The forecasted ridership takes into consideration the 4% across-the-board fare increase approved by the SCRRA Board in April. However, the forecast does not take into consideration the ridership that would result from the additional weekday service proposed for the San Bernardino line. With the additional service referred to above the average weekday ridership for the San Bernardino line would increase to more than 11,000.

The total operating expense contained in the Preliminary Budget allocated to SANBAG is \$13,284,800. Farebox revenue, other and maintenance-of-way revenue is expected to be \$8,135,800, leaving an operating assistance contribution of \$5,149,000. With the inclusion of the lease of sufficient commuter rail equipment to add service to the San Bernardino line, the SANBAG operating subsidy would increase by \$271,350 for a new total of \$5,420,350.

San Bernardino County Capital Assistance:

The Preliminary Budget for capital projects is divided into two major components; Renovation/Rehabilitation (capital maintenance) and New Capital. The Renovation/Rehabilitation budget allocation to SANBAG is \$7,525,568. Of this amount, \$4,435,568 is for projects being brought forward from Fiscal Year 2003/2004. The remaining \$3,090,000 represents a new contribution from SANBAG for Fiscal Year 2004/2005. The new funding will be applied to the wood tie replacement, road crossing resurfacing, rail grinding, signal and communications, service vehicle replacement, and rolling stock rehabilitation/renovation programs. In addition, the new funds will be used to replace the tactile warning surfaces at Union Station platforms, improve operating speed between San Bernardino and Rana on the IEOC line, and GIS mapping of the San Gabriel Subdivision. Funding for the Renovation/Rehabilitation Budget will be comprised of \$2,472,000 in FTA Section 5309 Rail Modernization funds, \$360,000 in Valley LTF funds and \$258,000 in STA funds.

The New Capital Budget allocation to SANBAG is \$1,964,269 and includes \$1,648,672 in projects from Fiscal Year 2003/2004. The remaining \$315,597

represents the SANBAG annual contribution to the rolling stock replacement fund. Funding for the replacement rolling stock fund will be provided from Valley LTF. Through this item, SANBAG is requesting that SCRRA add the following projects and revenue sources to the Fiscal Year 2004/2005 New Capital Budget.

Project	Total Cost	FTA 5307	LTF
GPS at Stations	\$ 305,000	\$ 244,000	\$ 61,000
Four New TVM	\$ 400,000	\$ 320,000	\$ 80,000
Additional Funding Montclair Undercrossing	\$1,050,000	\$ 840,000	\$210,000
Rolling Stock (second payment)	\$2,366,000	\$2,366,000	
Total New Projects	\$4,121,000	\$3,770,000	\$351,000

With the addition of the above projects, the total capital assistance from SANBAG will be \$7,520,597. SCRRA will be the grant recipient for all FTA funds (Sections 5307 & 5309). SANBAG will be the claimant for the LTF and STA and will make quarterly payments to SCRRA.

Financial Impact: Including the lease of equipment to address overcrowding and the expansion of service on the San Bernardino line, the amount of operating assistance SANBAG would be required to pay is \$5,420,350. The funding source for operating assistance will be Valley LTF Rail and the amount is consistent with the SANBAG Budget for Task 0535220 – Commuter Rail Operating Expense. The amount of capital assistance SANBAG will be required to fund will total \$7,526,597. Funding sources for capital assistance will be comprised of \$3,770,000 in FTA Section 5307 Fixed Guideway, \$2,472,000 in FTA Section 5309 Rail Modernization, \$1,026,597 in Valley LTF Rail and \$258,000 in STA. Only the LTF and STA revenues will flow through the SANBAG Budget. The amount of LTF and STA for capital assistance is consistent with the SANBAG Budget for Task 0535230 – Commuter Rail Capital Expense.

Reviewed By: The Commuter Rail Committee, acting as a committee of the whole, reviewed and unanimously recommended approval of this item on May 12, 2004.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs

Minute Action

AGENDA ITEM: _____

Date: June 2, 2004

Subject: Sale of Surplus Property Located between 3rd Avenue and 6th Avenue in the City of Upland

Recommendation:* Find that approximately 0.62 acres of the non-operating property between 3rd and 6th Avenues in the City of Upland is no longer required for SANBAG use; (four-fifths vote required).

Approve the Purchase and Sale Agreement (Contract 04-061) for the sale of approximately 0.62 acres of non-operating property to the Upland Community Redevelopment Agency for the appraised value of (preliminary appraisal value expected by 5/4 and final appraisal value by 5/14) as identified in the Financial Impact Section.

Approve Amendment to SANBAG Lease Agreement (Contract 97-035) with the City of Upland reducing the area of the lease by the approximately 0.62 acres acquired by the Upland Community Redevelopment Agency.

Background: The City of Upland and the Upland Community Redevelopment Agency have requested that SANBAG consider selling approximately 0.62 acres on non-operating property located between 3rd and 6th Avenues so that additional senior housing can be constructed as part of the Coy D. Estes Senior Housing Expansion Project (see attached site map). The area to be sold is part of a larger

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Approved
San Bernardino Associated Governments
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

2.22 acre non-operating parcel purchased by SANBAG from the Southern Pacific as part of the acquisition of the Baldwin Park Branch in 1991. The 2.22 acre site is currently leased to the City of Upland (SANBAG Contract 97-035) and has been improved with landscaping and overflow parking for the existing senior housing complex located to the south.

The SANBAG Board has adopted a policy to retain the former SP Baldwin Park Branch for future transportation purposes. The Board has also authorized the development of use, such as a pedestrian and bicycle trail system, so long as there remains a 45-foot reservation for future rail purposes. Currently, the City of Upland is constructing a portion of the trail system between Euclid and Grove Avenues. The trail system is within the 60-foot portion of the right-of-way to be retained by SANBAG. The portion of the non-operating property to be sold is south of the 60-foot corridor.

The SANBAG staff does not feel that the sale of 0.62 acres of non-operating property will have an effect on the ability to implement transit service within the corridor in the future. Therefore, staff is recommending a finding that the 0.62 acres of non-operating property is no longer needed for SANBAG use.

Pursuant to Government Code 25365, SANBAG may, by a four-fifths vote, convey surplus property to the Upland Community Redevelopment Agency. The Upland Community Redevelopment Agency has commissioned an appraisal of the property with the expectation that a preliminary value will be determined by May 4th and a final value by May 14th. If available, staff will present to preliminary value to the Committee on May 12th.

The attached draft Purchase and Sale Agreement has been prepared by SANBAG legal counsel. As of the preparation of this item, portions of the Agreement are still being negotiated. However, it is anticipated that a final version will be available when the Committee meets on the 12th.

The sale of the approximately 0.62 acres requires the approval of an amendment to the SANBAG lease with the City of Upland (SANBAG Contract 97-035). The LACMTA Real Estate has prepared the amendment reducing the size of the leased property by the approximately 0.62 acres and providing a new exhibit showing only that portion of the non-operating property now subject to the lease. All other terms of the lease will remain in effect.

Financial Impact: This item has no immediate impact on the SANBAG Budget. The revenue received from the sale of property will be placed in the SANBAG Rail Asset Account and made available for future rail-related capital improvements.

Reviewed By: Both the Purchase and Sale Agreement and the Amendment to Lease Agreement have been reviewed and approved by SANBAG Counsel. The Commuter Rail Committee, acting as a committee of the whole, reviewed and unanimously recommended approval of this item on May 12, 2004.

Responsible Staff: Michael Bair, Director of Transit and Rail Program

Minute Action

AGENDA ITEM: _____

Date: June 2, 2004

Subject: Omnitrans Short Range Transit Plan (SRTP) Amendment and State Transit Assistance Fund (STAF) Allocation

Recommendation:^{*}

1. Approve amendment to Omnitrans' Fiscal Year 2004-2009 SRTP to reflect the addition of the Chino Transit Center Project.
2. Adopt Resolution 04-024 rescinding a portion of the STAF Allocation number 02-05-OMN-B in the amount of \$609,865 and a portion Allocation Number 03-08-OMN-B in the amount of \$36,336 for a total recession of \$646,201.
3. Adopt Resolution 04-025 authorizing STAF Allocation number 04-12-OMN-B in the amount of \$646,201 for a portion of their local funding obligation for the Chino Transcenter.

Background: Omnitrans and the City of Chino have been working on the development of the Chino Transit Center an agreement has been enter into that delineates the responsibilities for funding, construction, maintenance and operation of the Transit Center. Omnitrans funding obligation is for a total of \$2,363,803 and is a combination of FTA Section 5307, 5308 and STAF. Omnitrans has identified funding from prior projects that are either completed or no longer active and desires to use this funding as a portion of their local obligation for this project.

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Approved
San Bernardino Associated Governments
Board of Directors

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

The California Code of Regulations specifies that an allocation and/or rescission of a STAF allocation “shall be made by resolution, adopted by the governing board of the regional entity...” Further, SANBAG requires the transit operator to amend their SRTP to reflect changes in their operating and capital budget. **The Omintrans Board of Directors approved amending the budget and SRTP at their April 7, 2003, Board meeting.**

Financial Impact: There is no financial impact on the SANBAG budget. The item does provide for funds necessary to fund the Chino Transit Center. The administration of STAF is consistent with the approved SANBAG Budget, Task 0450201.

Reviewed By: This item has not had prior policy committee review, but is deemed ministerial in nature.

Responsible Staff: Michael Bair, Director Transit and Rail Programs
Victoria Baker, Senior Transit Analyst

Minute Action

AGENDA ITEM: _____

Date: June 2, 2004

Subject: Set Election of SANBAG Officers for 2004/2005.

Recommendation:* Set election for President and Vice President of the SANBAG Board of Directors to be conducted at the July 7, 2004, meeting.

Background: In accordance with the SANBAG Bylaws, the Board of Directors annually elects officers of the organization. This item sets the election of officers for the July 7, 2004, meeting of the SANBAG Board. Section B of the SANBAG Bylaws indicates:

The Office of President shall alternate annually between county representatives and city representatives. In years when the President is a county representative, the Vice President shall be a city representative and vice versa.

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Approved
San Bernardino Associated Governments
Board of Directors

Moved: *Date:* _____
Second:

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

In accordance with SANBAG Policy No. 10002, the SANBAG Vice President shall serve as Chair of the Administrative Committee. Additionally, an informal practice has been established which rotates the city office holder among East Valley, West Valley, and Mountain/Desert city members, which would call for rotation to an East Valley city. A Chronology of Officers is attached to this agenda item for information. New officers will take office at the July meeting.

Financial Impact: This item has no financial impact on the SANBAG budget. Staff activities related to officer elections is consistent with the adopted SANBAG budget, Task INDIRECT.

Reviewed By: This item has not been reviewed by any SANBAG policy committee.

Responsible Staff: Deborah Robinson Barmack
Director of Management Services

Minute Action

AGENDA ITEM: _____

Date: June 2, 2004

Subject: Adoption of the SANBAG 2004/2005 Budget

Recommendation:*
1. Conduct the Public Hearing on the Proposed 2004/2005 SANBAG budget, and;
2. Adopt the 2004/2005 Budget

Background: The SANBAG 2004/2005 proposed budget has been developed in accordance with the schedule adopted by the SANBAG Board of Directors. The proposed budget document was distributed to the members of the Board of Directors at the May 5, 2004, meeting. On May 12, 2004, a Board Budget Workshop was conducted.

Task level budget development has been completed relative to all of the activities to be included in the FY 2004/2005 budget. SANBAG's budget process is structured to provide for the maximum level of input from SANBAG policy committees. Each policy committee has reviewed the tasks that relate to the functional areas of committee oversight and each task has been reviewed by **at least one** of the SANBAG policy committees.

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Approved
San Bernardino Associated Governments
Board of Directors

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

SANBAG's budget process began with a review of the Board of Directors direction as it relates to short term goals and how it integrates with long term goals and objectives. Simultaneous with this review, staff analyzes available resources.

SANBAG develops a program based budget which is adopted with funding source detail. The modified accrual basis (where revenues are recognized when received and available to meet current year obligations) is the basis for SANBAG's FY 2004/2005. The Budget Summary shows the anticipated revenues and expenditures for new activity for the upcoming fiscal year.

Financial Impact: The 2004/2005 SANBAG Budget totals \$148,431,353 and establishes the financial, staffing, and work product authority for the agency activities during the coming fiscal year.

Reviewed By: This budget was unanimously recommended for adoption by the Administrative Committee and all of the members who participated in the May 12, 2004 Board Budget Workshop. All five of the SANBAG policy committees have reviewed task descriptions and budgets for activities under their purview.

Responsible Staff: Norman R. King, Executive Director
Susan Van Note, Chief Financial Officer

Minute Action

AGENDA ITEM: _____

Date: June 2, 2004

Subject: Measure I Extension Ordinance and Request for Placement on November 2004 Ballot

Recommendation:* 1. Find that the approval by the San Bernardino County Transportation Authority of Ordinance No. 04-01, requesting the Board of Supervisors to place a measure on the ballot to extend the existing one-half of one percent sales tax for transportation purposes, is a project exempt under the California Environmental Quality Act Guidelines, Section 15378(b)(3) and Public Resources Code Section 21080(b)(13).

2. Approve Ordinance No. 04-01 by two-thirds vote providing for the continuation of a one-half of one percent retail transactions and use tax by the San Bernardino County Transportation Authority for local transportation purposes.

3. Adopt the Transportation Expenditure Plan for the revenues expected to be derived from the tax together with other federal, state, and local funds expected to be available for transportation improvements, for the period during which the tax is to be imposed.

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Approved
San Bernardino Associated Governments
Board of Directors

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

4. Request the San Bernardino County Board of Supervisors to call an election for voter approval of the proposition as specified in Exhibit C of Ordinance No. 04-01 for the extension of the Measure "I" tax.

Background:

San Bernardino County voters approved Measure I, the County's one-half of one percent transactions and use tax for transportation improvements, in November 1989. Since its inception, Measure I has provided funding for numerous transportation projects, including freeways, local roads, major streets, interchanges, the Metrolink commuter train system, public buses, traffic signals, and more. Measure I will expire in 2010.

During the past year, SANBAG Board Members have developed a proposal to continue Measure I. The process to develop the proposal included workshops involving Council Members, County Supervisors, and technical staff from all subareas of the county, as well as numerous stakeholders from the public and private sectors. Upon approval by the voters, it would authorize the continued collection of a one-half of one percent sales tax for a 30-year period from 2010 to 2040, generating an anticipated total of \$6 billion for local transportation projects, without raising additional taxes. These funds would remain in San Bernardino County and could not be borrowed or suspended by the state or federal governments for any reason.

A million more people are projected to live in San Bernardino County by 2030, and the continuation of Measure I will help fight traffic congestion with a long-term funding source for freeways, highways, major streets, local streets, passenger trains and bus fare discounts for seniors and persons with disabilities. Measure I also will help improve road access for emergency responders, such as police, fire and ambulance services and will help repair badly deteriorated roads countywide. Measure I will help boost San Bernardino County's economy by providing construction-related jobs and manufacturing jobs and by making the area more attractive to businesses that need an effective transportation network for its employees and customers. Annual financial audits and an Independent Taxpayer Oversight Committee will insure that funds are spent appropriately.

This item includes both a finding that the proposed action is a project exempt from CEQA review pursuant to both the CEQA Guidelines and the California Public Resources Code, and approval of Ordinance No. 04-01 requesting placement on the ballot of a measure to continue Measure I, the half cent transportation tax.

Public Utilities Code Section requires approval of the Transportation Expenditure Plan by the Board of Supervisors and a majority of the cities with a majority of the population. In May 2004, the SANBAG Board approved the Transportation Expenditure Plan for circulation among the cities/towns and the Board of Supervisors and recommended that each jurisdiction approve the Transportation Expenditure Plan. At the time this item was prepared for SANBAG Board consideration, approvals had surpassed the minimum required by law.

Certain actions by governmental entities within the State of California are subject to the provisions of CEQA. The recommended action includes a finding by the SANBAG Board of Directors that this proposed action to place a measure on the ballot to extend the existing one half of one percent sales tax for transportation purposes is a project exempt under both the California Environmental Quality Act Guidelines, Section 15378(b)(3) and Public Resources Code Section 21080(b)(13). The project is exempt pursuant to the CEQA Guidelines because it is a ballot measure submitted to the voters. It is also exempted by the Public Resources Code because it constitutes development of a regional transportation improvement program.

The Measure I Transportation Expenditure Plan specifies the allocation of tax revenue countywide for the new measure, which would take effect upon the expiration of the current measure in 2010. Key elements of the Plan are as follows:

- The Plan retains the six county subareas and directs revenues generated from each subarea to be expended on transportation projects of direct benefit to that subarea. Within the San Bernardino Valley Subarea, the funds collected from this subarea would be used for projects of direct benefit to the Valley using the following formula:

29%	Freeway projects
11%	Freeway interchange projects
20%	Major street projects
20%	Local street projects (returned to local jurisdictions for priority projects)
8%	Metrolink/rail service
8%	Senior and disabled transit service
2%	Express bus/bus rapid transit service
2%	Traffic management systems (signal synchronization, commuter assistance, etc.)

- Within the Mountain/Desert Subareas (the North Desert Subarea, the Colorado River Subarea, the Morongo Basin Subarea, the Mountains Subarea and the Victor Valley Subarea), the funds collected from each subarea would be used for projects of benefit to each subarea using the following formula:

70% Local street projects (returned to local jurisdictions for priority projects)
25% Major local highway projects
5% Senior and disabled transit service

- The Plan would reserve 3% of the revenue generated in both the San Bernardino Valley Subarea and the Victor Valley Subarea for improvements to the Cajon Pass, which are critical for intra-county travel for residents of both subareas.

- The Plan provides for all future development to pay its fair share for needed transportation facilities as a result of the new development. No Measure I revenue would be used to replace the fair share contributions required from new development.

- The Plan also contains a requirement for annual financial audits of each jurisdiction's expenditure of Measure I funds and establishment of an Independent Taxpayer Oversight Committee.

Financial Impact: This action will have no financial impact on the SANBAG budget. Approval of the continuation of Measure I will result in \$6 billion in transportation revenue countywide for the 30 year term beginning in 2010. Based upon return to source, a total of \$1.3 billion would be allocated to the Mountain/Desert subareas and \$4.5 billion would be allocated for San Bernardino Valley subarea projects. Approximately \$170 million would be allocated for improvements to the Cajon Pass.

Reviewed By: In May, all SANBAG policy committees reviewed this item and unanimously recommended that Measure I extension be placed on the November ballot. Also during the month of May, the Board of Supervisors and each city considered the Measure I Expenditure Plan. At the time of this agenda item preparation, approvals surpassed the minimum required by law.

Responsible Staff: Norman R. King, Executive Director, and SANBAG Staff

Minute Action

AGENDA ITEM: _____

Date: June 2, 2004

Subject: Development Mitigation Principles

Recommendation:* 1) Approve policy that the scope of the Nexus Study is limited to definition of the total fair share cost of growth on regional transportation facilities within each jurisdiction. Apportionment of each jurisdiction's fair share cost among types of development is a local jurisdiction responsibility.

2) Approve Proposed Development Mitigation Principles (attached).

Background: All sectors of the development community have indicated willingness to contribute their fair share to mitigating the impacts of growth on regional transportation facilities. These discussions also led to a conclusion that each local jurisdiction's overall fair share mitigation requirement for regional transportation facilities should be established through the Congestion Management Agency's nexus study methodology, but that jurisdictions should have flexibility in the allocation of fair share costs to individual development types. This flexibility is needed because of variations in local development characteristics and priorities. It was generally agreed that the specific fee levels in the draft nexus study are not sufficiently responsive to these variations, and that apportionment of the fair share cost among the different types of development is more appropriately a local jurisdiction responsibility.

Development mitigation principles were also proposed and discussed between SANBAG representatives and the development community to reflect a mutual understanding of growth mitigation issues and the process by which they will be resolved.

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Approved
San Bernardino Associated Governments
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Financial Impact: Development mitigation is expected to provide a fair share contribution of approximately \$1.1 billion to specific interchange, major street, and grade separation improvements in the urbanized portions of the County by 2030. Nearly half of this total would be generated through funds currently being collected from development by local governments; collection of the full fair share will occur through augmentation of local growth mitigation programs.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Plans and Programs Policy Committee and the Major Projects Committee on May 19, 2004.

Responsible Staff: Ty Schuiling, Director of Planning and Programming

Minute Action

AGENDA ITEM: _____

Date: June 2, 2004

Subject: Amendment No 1 to Contract No. 04-002 with Comarco Wireless Technologies for Call Box Operation and Maintenance Services.

Recommendation:* Approve Amendment No. 1 to sole source Contract No. 04-002, between the San Bernardino County Service Authority for Freeway Emergencies (SAFE) and Comarco Wireless Technologies (CWT), for the provision of Call Box Operation and Maintenance Services, extending the contract from July 1, 2004 through June 30, 2005, as specified in the Financial Impact Section.

Background: **This is an amendment to a sole source contract.** The San Bernardino SAFE operates approximately 1,614 call boxes on freeways and highways in San Bernardino County. The call box network generates approximately 55,000 calls per year, assisting motorists who are stranded or need assistance while driving county highways.

The initial ten-year maintenance contract was awarded through a competitive process, whereby Cellular Communications Corporation, a division of GTE MobilNet, was selected as the successful bidder. In October 1996, GTE sold their call box unit to CWT, who is headquartered in Irvine, California. As a manufacturer of call boxes, CWT had served as a subcontractor to GTE since the California call box programs were implemented. Comarco has also purchased the call box unit from the only other manufacturer of call boxes, Cubic Corporation.

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Approved
San Bernardino Associated Governments
Board of Directors

Date: _____

Moved: Second:

In Favor: Opposed: Abstained:

Witnessed: _____

As a result of these acquisitions, CWT has a monopoly by providing all but one of these types of services to SAFEs within California.

Now that the call box system is aging, and since digital technology has matured where there is viable digital service available for the call box program, Staff believes that is time to upgrade the call box system. The upgrade and multiyear maintenance RFP will be brought to the Plans and Programs Committee in June, and pending appropriate proposals and a selection, a provider can be in place in the fall of 2004.

In order to continue maintaining and providing service to the call box system, it is necessary to extend the current contract with CWT until the request for proposal process is in place and a vendor selected.

Therefore, attached is an amendment to the current contract. Due to a slow down in construction activity and for other reasons, there is no need to add funding to the existing contract.

Therefore, for the short term, CWT will continue to provide the following service until a new contract is in place:

1. Corrective and preventative maintenance for each call box;
2. SAFE-funded removal/replacements;
3. Caltrans-funded temporary call box installations to assist in construction mitigation;
4. Repair of any knocked down or damaged call box;
5. Repair of any call boxes impacted by vandalism or graffiti; and
6. Special projects.

Financial Impact: The contract amount remains the same, and is \$962,550 and is consistent with the proposed FY 2004/2005 budget. Funding source is DMV registration fees. Impacted Task Numbers are 0570205, 0570206 and 0570207.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Plans and Programs Committee on May 19, 2004. The SAFE Counsel has approved the contract as to form.

Responsible Staff: Michelle Kirkhoff, Director of Air Quality/Mobility Programs
Kelly Lynn, Air Quality/Mobility Program Analyst

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin

MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century of 1997
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

Minute Action

AGENDA ITEM: 22

Date: June 2, 2004

Subject: Executive Director Employment Contract Amendment

Recommendation:* Approve Amendment No. 7 to the Executive Director Employment Contract.

Background: This item has been placed on the SANBAG Board of Directors agenda pending recommendations relative to amendment to the Executive Director's employment contract.

Financial Impact: To be determined.

Reviewed By: This item will be reviewed by the Board of Directors on June 2, 2004.

Responsible Staff: Mayor Bill Alexander
SANBAG President

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Approved
San Bernardino Associated Governments
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____